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"(c) The Government dropped the scheme of issue of rations by weight in Madras City. The scheme was not given effect to."

*Number of Harijans in the non-gazetted establishment of the Prohibition department in Malabar.*

* 1197 *Q.*—Sri M. CHADAYAN: Will the Hon. the Minister for Religious Endowments and Transport be pleased to state the number of Harijans in the categories of Inspectors, Petty officers and Guards in the Prohibition department in Malabar?

The Hon. Sri B. PARAMESWARAN:—"The number of Harijans employed in the Prohibition department in the Malabar district in the three categories mentioned in the question is as follows:—

(1) Inspectors—Nil.

(2) Petty officers—3.

(3) Prohibition guards—9."

**Sri M. CHADAYAN**:—"മലബാറിൽ അനേകം വിദ്യാഭ്യാസം സിദ്ധിച്ച ഹരിജനങ്ങൾ ഉദ്യോഗം കിട്ടാതെ അലഞ്ഞുനടക്കുന്ന വിവരം ഗവൺമെന്റിന്ന് അറിയാമോ? അവർക്ക് കഴിയുന്നിടത്തോളം ഉദ്യോഗം കൊടുക്കാൻ പ്രോഹിബിഷൻ ഡിപ്പാർട്ട്മെന്റിന്ന് ഗവൺമെണ്ട് നിർദ്ദേശം കൊടുക്കുമോ?"

Mr. SPEAKER:—"Will any one translate the hon. Member's question?"

Sri T. C. NARAYANAN NAMBIAR:—"The hon. Member wants to know whether the Government are aware of the fact that there are so many unemployed persons among the Harijans of Malabar and whether the Government will see that some of those people are given employment in the Prohibition department."

The Hon. Sri B. PARAMESWARAN:—"The Government are alive to the need for appointing more Harijans. We will certainly consider their case."

*Realignment of the highways.*

* 1198 *Q.*—Sri K. P. GOPALAN: Will the Hon. the Minister for Public Works be pleased to state with reference to the answer to Question No. 536, dated 16th July 1953, whether the Government of India have approved the realignment of the highway as suggested by the Madras Government and by the Chief Engineer of the Highways department?

The Hon. Raja Sri SHANMUGA RAJESWARA SETHUPATHI:—"After further examination of the proposal, the Government of India have since decided, in favour of the retention of the existing route of the West Coast road passing through Taliparamba as the final alignment of this road."

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SRI K. P. GOPALAN :—" About a year ago, there was a proposal before the Government to construct a bridge across the Palayangadi ferry. The Government postponed this work pending a decision by the Central Government on the realignment of the road. Now that the Central Government have taken a decision on the matter and as it is said that the road passes through Taliparamba, will the Government be pleased to take up the construction of the Palayangadi bridge? "

THE HON. RAJA SRI SHANMUGA RAJESWARA SETHUPATHI :—" The Palayangadi bridge does not lie on the alignment passing through Taliparamba. The bridge work lies on Baliapatam-Cherukunnu-Madayi-Cheruthayam road which is now in charge of the Malabar District Board. Hence the work has to be taken up by that district board."

*Maintenance and lending of power-boring sets.*

*1199 Q.—SRI P. RANGASWAMI REDDIAR : Will the Hon. the Minister for Agriculture be pleased to state— 12-10 p.m.

(*a*) the total cost of the power-boring sets with the Government;

(*b*) the annual expenditure by way of repairs and replacements of those sets and by way of salaries to the staff in charge of them;

(*c*) for how many days during the years 1950–51 and 1951–52, those sets were actually used; the actual expenses incurred during the said period and the income thereof;

(*d*) whether it is a fact that the sets are kept idle for most of the days in a year for want of spare parts in carrying out minor repairs, and competent hands to carry out the repairs; and

(*e*) the steps taken by the Government to help the ryots by lending the sets whenever and wherever they are required?

" Sir, I submit the word ' cost ' in part (*a*) of the question should be ' number '."

THE HON. SRI M. BHAKTAVATSALAM :—" (*a*) Rupees 13,25,713. That is the answer for the original question. I have not got the answer to the revised question.

" (*b*) & (*c*) The expenditure varies from year to year. The expenditure incurred was Rs. 41,067 in 1950–51, Rs. 55,245 in 1951–52 and Rs. 86,234 in 1952–53. The drills worked for 150 days in 1950–51 and 137 days in 1951–52 on an average. The income earned was Rs. 15,619 in 1950–51 and Rs. 28,223 in 1951–52.

" (*d*) The drills are not idle for long periods for want of spares, etc. To a certain extent, it is true that competent hands are lacking for carrying out repairs because most of the officers of the department are new and are gaining experience.